



FIVE AND NINE PLUS

THE OFFICIAL NEWSLETTER
OF THE
APPLEDORE AND DISTRICT
AMATEUR RADIO CLUB

Club Callsigns: **G2FKO and GX2FKO**
Web Site : <http://www.radioclubs.net/adarc>
Forum : <http://adarc.niceboard.net>

CLUB'S OFFICERS

President	John Jeffers	G0UNB	
Chairman	Terry Adams	G4CHD	
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Committee	Dave Brierley	G3YGJ	
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	John Lovell	M0JKL	
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Editor	Terry Adams	G4CHD	

September, 2012

EDITORIAL

Welcome to another 5&9 Newsletter -
This month's talk is by yours truly so you
have been warned!!

You will see from the list of Club Meetings
opposite that a few additions have been made.
The first is a reminder of our local Rally at
Holsworthy - always worth a visit for either a bargain or
just to meet up with friends - hope to see many of you
there.

The February Meeting next year will now have a
fascinating talk by Dave (2E0CNB) about Software
Defined Radios. If you are like me and know precious little
about these modern electronic wonders, then this is the talk
for you - should prove to be both interesting and
informative.

You will also see that the Club will be putting on a 2 day
Special Event Station in April next year to commemorate
100 years of the RSGB. The station will be at Laurence's
qth for which the Club is extremely grateful. Laurence
hopes to have completed the work on his garage allowing
the station to be set up in it thus avoiding the need to erect
any portable marquee. Being in April, the WX can be quite
fickle and operating in the dry and warmth will be very
appealing!

Finally, our Special Event Station at the National Trust -
Arlington Court will have taken place on Saturday,
September 8th and a full report will be in our next
Newsletter.

Enjoy the read

Terry (G4CHD)



CLUB MEETINGS

Unless otherwise stated, Meetings are held at the Appledore
Football Social Club starting at 7.30pm for 8.00pm.

**Meetings until October start at 7.00pm to allow set up
and operation of the Club Station GX2FKO.
All operating will cease before 8pm and the station
dismantled in order that the Meeting's programmed
activity commences by 8.15pm.**

Visitors are always welcome.

For further information, contact Brian Jewell (M0BRB)

Sept 17th	Back to Basics - HF Propagation by Terry (G4CHD)
Sept 29th	Appledore Book Festival Special Event Station
Oct 15th	Radio Astronomy by Dave (2E0CNB)
Nov 4th	Holsworthy Radio Rally
Nov 19th	Bring & Buy
Dec 10th	Club Christmas Party
Jan 21st	Erecting & Installing a Hex Beam by John (M0JKL)
Feb 18th	Introduction to Software Defined Radio (SDR) by Dave (2E0CNB)
Mch 18th	AGM
Apl 10/11	G100RSGB Special Event Station at Laurence (G4XHK) qth
Apl 15th	Integrated Data Logging for RAYNET by Steve (G6SQX)

REPORT ON THE AUGUST MEETING

OPERATING/NATTER NIGHT

A very pleasant evening was spent having a cuppa and a good old ragchew with other members. Thanks to several willing helpers, the Club Station was activated but unfortunately there were few offers to operate the station. If members have any ideas as to how we can encourage usage of the station, please don't hesitate to contact any committee member.

Terry (G4CHD)

LOCAL REPEATERS

70cm Handy Cross Repeater/Echolink (#221334) Gateway (GB3ND)

User: Listen 433.35MHz– Transmit 434.95MHz
Access 1750Hz Tone (Timeout 4.25 mins)/ 77Hz CTCSS
Repeater keeper is Jeff (G4SOF)

2m Stibb Cross Repeater (GB3DN)

<http://www.g0rql.co.uk/gb3dn.htm>

User: Listen 145.6375MHz - Transmit 145.0375 MHz.
Access 1750 Hz Tone or 77 Hz CTCSS Repeater keeper is Tony (G1BHM).

Yahoo users group for general chat and banter at :-
<http://groups.yahoo.com/group/GB3DN/>

LOCAL SKEDS

Zepp Net: Mon, Tues, Thurs : 145.450 MHz
Wed : via GB3DN 1600 local time

6m Net: Wednesday, 8pm, 51.5MHz FM

HF Net: Friday at 1600 local time
on 7.185 MHz ± qrm

Slow Morse: Run by Dave (G3YGJ) on Tuesdays (suitable Beginners) and Thursdays (suitable more Advanced) , 1900 local time on 145.25 MHz (FM) - all are welcome.

BROADCASTER VACATES 40m AMATEUR BAND

Radio Bangladesh has left 7105 kHz in the amateur 40m band. They finished the experimental transmissions and are now using 7250 kHz.

The move is thanks to the many amateur radio users who reported the infringement on the band. Particular thanks go to the German regulator BNetzA, who made official complaints to Radio Bangladesh.

Taken from the RSGB web site.

CROSSWORD

This month's Crossword by Stuart (M1FWD).

The answers will be published in the next month's Newsletter. Good luck !

Clues Across

- 1) The wire network between the filament and the anode of a thermionic valve (4)
- 3) A hollow in the top face of a brick for holding the mortar (4)
- 7) A brilliant constellation on the celestial equator (5)
- 8) The masculine indefinite article in German (3)
- 9) Make a choice (3)
- 10) Headgear popular in CN land (3)
- 11) The relative power level of a qrp station (3)
- 13) PSUs sometimes make this noise (3)
- 14) 'Friend' in Spanish-speaking areas (5)
- 15) Quantities or characters operated on a computer (4)
- 16) The second-brightest star in a constellation (4)

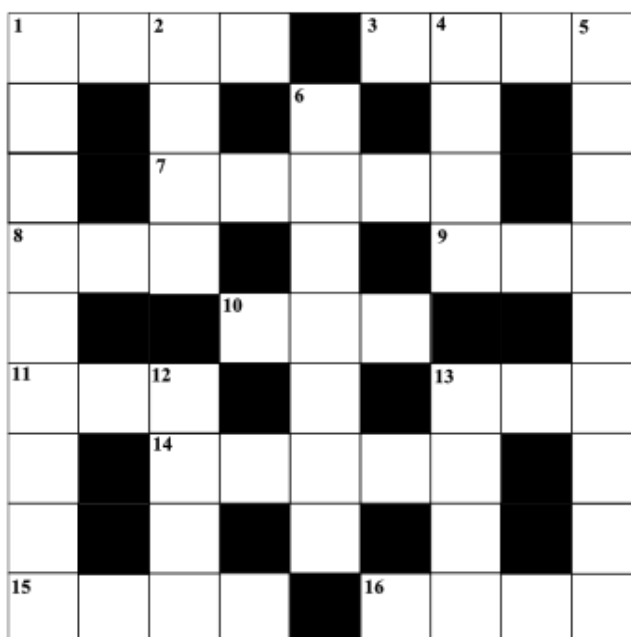
Clues Down

- 1) OX country (9)
- 2) Metallic element symbol Fe (4)
- 4) The second-largest city in Nevada, USA (4)
- 5) TG country (9)
- 6) EL country (7)
- 12) The SI unit of power (4)
- 13) The 19th one on a golf course is normally the bar (4)

Last month's answers :-

Across 1) octal 6) oxide 7) Barra 9) hold 10) coil
14) logic 15) flare 16) xenon

Down 2) Chagos 3) load 4) pip 5) Leo 8) libido
11) Alex 12) eft 14) ear



SUDOKU PUZZLE

The aim is to enter a number into each cell so that **any column, or any row, or any block of cells contains all numbers from 1 to 9**. This month's puzzle is categorised as **Advanced** difficulty.

	3			8	7			9
				4			2	5
				9	2		8	
5						2		
	9		7		4		1	
		6						8
	6		1	2				
3	5			7				
9			4	5			7	

Terry (G4CHD)

QUIZ QUESTIONS

The following Quiz questions should get the old grey cells working! Many thanks to Stuart (M1FWD) and Nick (2E0FGQ) for compiling them.

The answers can be found on the last page of this Newsletter.

- 1) What was the forename of the man who devised the Morse Code?
- 2) What should we always do before calling CQ?
- 3) What was King Hussein of Jordan's callsign?
- 4) Which English town gives its name to the grid locator system?
- 5) Between which two frequencies lies VHF?
- 6) What does MFSK stand for?
- 7) What are the three World Administrative Radio Conference bands?
- 8) Which body regulates USA amateur radio?
- 9) What do the following relate to?
 - a) QRM
 - b) QRT
 - c) QSB
 - d) QRH
- 10) In what year was the RSGB founded?
- 11) What does OSCAR stand for?
- 12) In Morse Code, how do you send the apostrophe?
- 13) What does PSK stand for?
- 14) What is the USA equivalent of the RSGB?
- 15) What does CW stand for?

DX-PEDITION TO SWEDEN BY MIKE USING (SM/GO3PGA)

The trip over to Sweden via Heathrow and BA went well apart from a fellow traveller attempting to cripple me by dropping his seat onto my knees.

On arrival in Pixbo, the home of my son and family, I set to and erected the 66 foot long wire aerial in the form of an inverted "L" with a 9:1 unun at the feedpoint with 50 ohm coax into the shack!



The radio equipment was as follows:-
The Yaesu FT-857D + LDG Auto tuner + Signalink USB Interface + Mighty Mite PSU and of course my sons Dell computer. During our ten days there I managed to work some 100 stations on psk31 and 50 SSB. The home "G" tally was very low with John

M0JKL being the only club member worked. However I did hear Brian M0BRB and Fred G0EOB/M during the news on Sunday morning. I also worked 2O12L on several occasions during our stay.

The majority of contacts were to the east with best being Indonesia on psk31. There were of course many Russians wanting the SM/GO3PGA call.



Overall a very enjoyable trip to a wonderful country with lakes and forest all around. Wildlife was in abundance and in fact I woke up two mornings with wild deer eating the berries in the garden.

I am looking forward to the next trip.

73 de Mike (G3PGA)

MY FIRST SHIP (Part 10) - by Brian (M0BRB)

Yet another crossing of the Atlantic . West to East. Good time made with following wind and sea 18 days. Again I am thinking should I leave the Orient this time. While at anchor at the “ Tail of the Bank in the Clyde “, for Glasgow , some good news and bad news. The good was that the 3rd Engineer and myself could go home for 5 days leave , if we intended to remain on the ship. The Captain and the Chief Engineer told by Head Office to take a trip off because too much leave owing , and the 2nd Engineer told to attend the Engineering College at Cardiff to sit for his Chief Engineer Licence, then to transfer to the company Motor Ships, of which he was not happy about (the old Ch/Eng always called them ships with Internal Confusion Engines) So we would have to break in a new Chief and 2nd Engineer, both of them old company men. (more of them later). The Captain turned out to be a Gentleman and the new First Officer a very hard man. Other good news that mad Irish Cadet left to take leave and join another ship. Brian went home to Mary with her Nylons. Many brownie points received. I was all for smoothing pair on to her legs, She said that I would be “far to clumsy and Ladder them, so I didn’t get the pleasure, but she made it up in other ways, I will not go down that road any farther. Was nice to see my son Chris again, now just about beginning to walk.. Five nice days at home, so back to Glasgow and the Orient and new shipmates.

The new Chief, a Yorkshire man. Tom Grey , his own ship the Madras City somewhere in the far east, I found him strange to get on with, because the Orient wasn’t his ship, he was forever asking the 3rd and myself how Willi would run it or set things up, nice at first , but one soon got fed up with it. The steam engine, once the ship full away from port in the first 24 hours needs constant adjustment to various valves such as wet steam to dry steam and vacuum etc before the engine is giving out its best performance, non of which is any good unless a full head of steam can be maintained from the boilers .unlike the motor ship, put the throttle to full and you got full.

I was soon to find out, that the 2nd Engineer was not up to the job, most of his day he was drunk , this effected me more then others because I took over the watch after him morning and night and had to work hard the first hour of my watch to get things running back to normal.

On leaving the Clyde , in the 2nd Engineers watch , I went below at 2000 the ship had been steaming full for four hours with out the Capillary Feeders in the oil boxes that sat on top of the main bearings put in place so none of the bearings had been lubricated , so all five mains were very hot and looking at the centre main could see a trace of White Metal on the lower side of the bearing, so I refused to take over the watch until the Chief came down, telling the 5th Engineer who also should have noted that the bearings were very hot, to ask the Chief to come down right away. All this time , the 2nd had been smiling at me completely drunk, he seemed not to be worried one little bit. My thoughts at this time , “ this is going to be one hell of a trip”.

Two hours later engine room back to normal, all bilge space pumped dry – water in the boilers stable and at correct level – propeller shaft gland adjusted and my Arab fireman getting the furnace injectors cleaned, my thoughts, “hope its not going to be like this all the time “

I talked it over with the 3rd Engineer when he relieved me at midnight , he said that I had done the right thing , also told me more about our old 2nd Engineer , known within the company as “Uncle Bob”, who as a war time engineer sailed with a 2nd Engineers Permit ,_(these issued in war time because of the loss of life to ships engineers) . The Permits were phased out at the end of the 1950s.

The 1st Officer was a hard man from the West Islands so the running of the ship left to him, by the ships Master.

The 2nd Officer (another old guy) who had been a Navigator for such a long time, that he could do the job with his eyes shut , and I liked him and spent some time in my off watch time on the bridge learning about charts and helping with chart correcting.

The 3rd Officer the same as last trip. All the Arab engine room crew the same, each one would have had to get permission from the Donkey Man, the leading Arab , much respected and feared by them, for he was the link man with the Chief , and also he had been awarded the OBE for the Russian Convoy Service , and more that he had done the Pilgrimage to Mecca .

We continued to have our fun and games with the old 2nd Engineer and it looked like the Ch/Engineer would not be doing much about it , so this seem to bring David the 3rd Engineer closer with myself , sort of watching our backs, the sad thing about it all , was that the old 2nd bore no malice to us and the other engineers , because most of the time , he was to drunk to note that he was making mistakes and making it hard for all the rest of us.

Brian (M0BRB)

QUIZ ANSWERS

1) Samuel 2) Ask if the frequency is in use 3) JY1 4) Maidenhead 5) 30MHz & 300MHz 6) Multiple Frequency Shift Keying 7) 30, 17 & 12 metres 8) FCC 9) a) man-made interference b) stop sending c) fading signals d) frequency varying 10) 1913 11) Orbiting Satellite Carrying Amateur Radio 12) . - - - . 13) Phase Shift Keying 14) ARRL 15) Continuous Wave

Well that’s it for this month - enjoy the read and **PLEASE** let me have any articles etc for inclusion in the Newsletter.

Best 73s Terry (G4CHD)